

A  
FAIR STATEMENT  
OF  
THE REAL GRIEVANCES, &c.

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A  
FAIR STATEMENT  
OF  
THE REAL GRIEVANCES  
EXPERIENCED BY  
THE OFFICERS AND SAILORS  
IN  
THE NAVY OF GREAT-BRITAIN;  
WITH  
A PLAN OF REFORM,

*Which is calculated to benefit and satisfy  
all those Parties: at the same Time it  
would Occasion a considerable Saving to the  
Country, and obviate the Necessity of the  
IMPRESS SERVICES in future--*

IN A  
LETTER  
TO THE RIGHT HONOURABLE  
HENRY DUNDAS,  
TREASURER OF THE NAVY, &c. &c. &c. &c.  

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BY A NAVAL OFFICER.

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SIR,

**T**HE various improvements you have made for the intended ease of the Seamen of His Majesty's Navy, by procuring them regular payments, remittances, &c. has at last begot a desire from them to have more real pay. The grounds which they lay their claims on must be allowed to be just, that the Army have received it unasked, which their own merits in the Navy ought to have procured them, if such addition is compatible with their wants. When you began to reform a part of the before established system of the Navy, what a pity it is you did not commence at the very beginning, and with the assistance of Parliament have made in reality what at present is but the shadow of the proudest bulwark of the country: To have done it you should have established such regular equity, and justice in the payment, and promotion of Officers and Seamen, that would have wedded them to the service; whereas at present every thing is confusion, disorder, irregularity, discontent, and oppression. To begin with

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the Right Honourable the Lords Commissioners of the Admiralty, it is necessary to appoint six people to do the duty of one (through fear that the great power possessed by an individual should be misapplied) perhaps it may be right, but in the present case, does not the first Lord possess all the power of Lord High Admiral, and are the junior Lords any thing more than his assistants, and to a man of real Nautical abilities, would they be of any more use than to apply their signatures. If an Admiralty board is necessary on so large a scale, why is it not composed of people belonging to the profession? Can it be supposed that a person, who has never been at sea can guide the helm of affairs in an element which he is a stranger to? The various things connected with His Majesty's Navy, which of course have a dependence on the Admiralty require great professional abilities, which are not to be acquired but by long servitude: then how can it be supposed a man who has never been at sea, can do as much justice to the situation as an officer, who by his abilities has raised himself to a rank which makes him deserving of the public confidence; why should such encouragement be taken from the Navy? why should such injustice be done to the country? why mortify

tify the feelings of the Navy, by placing an Officer of the Army at their head, when hundreds of their own profession would acquit themselves with as much honour, and more benefit to the nation? The Admiralty Board is composed of three Civilians and three Officers of His Majesty's Navy (Admirals) is it not natural to suppose, that the Navy Officers have the bulk of the trouble, or perhaps the whole? Then if three men can do the duty of six, why not let it be composed of four or five Naval Officers, who will be fully adequate to the task, and make a saving to the country besides? This plan must succeed, before the Admiralty can exercise its functions as it ought for the protection of trade, and annoyance of the enemy. The next in rank are the Admirals, whose life of service spent in the defence and honour of the country, brings them at the pleasure of the first Lord to this honourable situation; or as it has happened when the Admiralty are in want of ships to appoint their friends to, they make a double favour of superannuating the Captains to the Admirals list; or as a Noble Lord said in the Upper House (put them on the shelf) and fill their vacancies with new promotions. To be made an Admiral is certainly an honourable distinction, and such a one as the pride and de-

fire of years before must have been created in every Admiral's breast who succeeds to it; but to rob the country of the abilities of an active experienced officer, merely to have an opportunity of filling his vacancy by some other person, is certainly not rendering that service which is required of the board, or as it is intended they should do: for however arbitrary they are, yet they must have had some given principle to act upon; the promotion as it is at present, does not contain that reward which the intention holds out. How many Officers are there made Admirals who would not by far rather have retained their former situation when the first ebullition of the pleasure of their promotion has subsided, and their senses are calmed into reflection, from a respectable active employment, where they had an opportunity of distinguishing their abilities during service to their country, and perhaps a family looking up to them for the casualty of prize-money to comfort and protect them after their disease; they are at once flattered into obscurity. The overgrown list of Admirals, sets abilities experience, and seniority aside, to make room for the friends of the Ministry; so that this mark of distinction, this rank which, to an unknown person would be deemed the reward of his services



vices, is no more than an act of convenience to create more patronage. Why not fix a limited number to the Admirals list, and let the senior Captain succeed as the vacancies happen; instead of making, what in a cant phrase is called a batch of Captains, which is usually extended more or less to include one or two Colonelcy of Marines? let the number be sufficiently extensive to admit of every casualty, so that every Admiral should have employment, or an early chance of it. Those who from old age, debility, or other circumstances, that refused the offer of being employed, certainly ought not be ashamed of superannuation to make room for others; and if only those Admirals who would accept of employment were continued on the list, it would be a spur to many who are capable of doing their duty, in preference of being publicly laid aside. If this system was adopted, it would boast of equity as a basis; no man could succeed to the rank which is venerable in itself, but in his regular turn it would afford more encouragement to the Navy, and utility to the nation. It may be said, that the age of the person who arrives at being an Admiral would be too great for active employment; on the contrary, I conceive the effect of superannuating all those who would

not serve, would afford much greater promotion than as it is at present.

The pay in the next place, and the distribution of prize money afterwards ought to be circumstances that should engage the attention of Government; the pay of Admirals, and vice Admirals are less exceptionable than that of Rear Admirals, but still there appears an irregularity; no one can think of the situation of Commander in Chief, without allowing, he should be most liberally compensated for the trouble and anxiety he is exposed to. His pay and table money now allowed him amounts to £ 2,190, a sum perhaps adequate to the expence of his situation, but no one, in a comparative view of the salary of the Treasurer of the Navy, at £ 4000 per annum, and his, will say it is too much. It may again be urged he has the chance of prize money, which the Treasurer has not; but the Commander in Chief has no perquisites, which it cannot be denied the other has not. I do not mean by the comparison to imply the two situations are on a level; far from it. The Treasurer's situation might be filled by any honest man of arithmetical abilities; whereas the other comprehends so many shining qualities, that only experience in the line will enable the person

person to fill it with justice: it may serve to shew how unequal the recompence of situations are fulfilled, that the place of a man, because he is a Civilian, and a friend perhaps of the Ministers, should have a salary double to that of the Commander in Chief of the Fleet, to whose trust, fidelity, and care, the nation boasts of its invincible bulwark, and whose manufactures and revenue depend upon the faithful discharge of his duty; to such a situation we see the noble veteran when he is called to fill it, embrace it without a murmur, without a thought of his establishment, and doubtless he never harbours a thought of such comparative difference, and I dare say thinks it a sufficiency; but if situations are to be rewarded according to their importance, why should his salary not be equal to the Treasurer, or rather why should the Treasurers be more than his? If Ministers talk of the burthens of the State, and give them as reasons for not encreasing the pay of a deserving class of people, although they acknowledge the justice of doing it; why do they not reduce the extravagance of particular officers, that the surplus might contribute to reward their merit? The reason I say the pay of Admirals and Vice-Admirals are less exceptionable than that of Rear-Admirals, is for the following reasons:

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The Admiral Commander in Chief's salary is fixed at 2,190l. per annum, including table-money; an Admiral, not Commander in Chief, 1,277l. 10s.; a Vice-Admiral, in the same situation, 912l. 10s. and a Rear-Admiral only 638l. 15s. a sum less than the pay of a Captain of a first rate by 122l. 5s.—Such an inconsistency as this ought not to continue; it cannot be said the Captain of the ship, which the Admiral has his flag on board of, should have more salary than the Admiral, who contributes to lessen the Captain's expences, by keeping a table, which custom makes him partake of. It appears to me too great a disparagement, that the Admiral should have twice the sum that a Rear-Admiral has; the difference of rank is certainly not so great, and their expences must be nearly the same. The manner in which their prize money is shared, leaves great room for amendment. A circumstance, which happened at the beginning of the war, will give evident proof of it; the Admiralty constitutes a particular Admiral Commander in Chief; in this instance it was one of themselves; they then give him orders to send specified ships on a particular service; an Admiral, with a certain force, is deputed; in his way he  
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takes a most valuable ship, whether it was done by good fortune or naval skill is immaterial; certain it is, he had the charge of the ships who made the capture, and would have been accountable for any accident that might have befallen them; then is it just, the profits attached to his situation should be swallowed up by a person who runs no risk, and the responsibility of whose situation is taken away by the Admiralty who gave the first order? Is it fair the person who has no charge, is at no trouble, should have twice as much of the profits of the success, that the person has whom the charge is vested in? It is certainly proper the Commander in Chief abroad, who governs and directs the whole, and who in a great measure, by his wisdom and judgment in giving his orders, contributes to the success of his fleet or squadron, should have a proportion of their good fortune, but not in so great a manner as I have just stated. To divide the proportions of prizes as they are at present, is very unfair, and must give great discontent to the Navy, which will encrease upon every consideration. It may so happen that a Captain of a man of war shall receive twice as much prize money as the Admiral; which would be the case if the Admiral in a  
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single ship should take a prize : for example, Admiral Waldegrave, coming from Lisbon in the *Flora*, discovered a privateer, which they chased, came up with, and captured ; the Admiral receives one-eighth, the Captain two, which will serve to illustrate how unequal, in many instances, the distribution of prize-money is. Admirals may not complain, although they feel the hardships of their situation ; but to prevent its happening a timely reformation should take place. Consider if the door is once open to complaint, and should commence at the pinnacle of the service, when every man ought to be unanimous in the defence of his country ; how it will spread to every inferior class ; it is then they will feel their consequence ; and if the nation depends on them in the time of invasion, when every thing is at stake, it behoves the Minister to make them feel a sufficient interest, that at that awful moment there shall be but one arm and one voice, to punish the temerity of our enemies. The reform should have been effected during the time of peace, when only a few voices would have been found to censure an unpopular act ; whereas at present any alteration which would militate against the interest of a particular corps, in favour of another,

other, would be considered an injustice, and must create discontent. To do which a committee should be formed of Civilians and Naval Officers mixed; the different complaints alledged, and a fair and due deliberation taken on their merits, and a system devised by their wisdom and judgment, that will unite all parties, and make each class happy and contented. When the nation afterwards calls its Navy into action, they will shew them that, although not employed, they had not been forgotten; that the hardship of any particular situation had been meliorated, that a strict line of justice was to govern them while employed, a proper and adequate sum allowed to maintain them, and when wounded, or of no more use, a comfortable asylum provided to end their latter days in. But sorry am I to draw a contrary picture, to paint the inattention to the Navy during the last peace; instead of looking forward to a time of war, and giving encouragement to people to attach themselves to it, the rulers of the Navy pursued every plan, for the first seven years, to disgust and estrange people from it; without a single promotion for four years, the most rigid proscription against claims, that precedents of former periods had always allowed, and which, from particular circumstances,



stances, the merit of certain individuals entitled them to expect; the punctilio of service should have been waved, to reward them for having acted with honour in a situation which, at the time they were appointed to it, none others were to be found so adequate to fill it; but my description must end for the present, as I mean to go regularly through the principal departments of the Navy, and shall make a few remarks on each.

The Captains of men of war are amply provided for, in point of pay, in some rates, and as badly in others, which shews an investigation is necessary. Their large proportion of prize-money is supposed to hide every defect in their salary; but the uncertainty of the one, and the risk of losing the other by accidents, which every Captain of a man of war is exposed to, by the negligence or fraud of others, makes his situation at times very perplexing. When the Landsman looks at the pay of a Captain of a first rate, he conceives his situation to be a very lucrative one, without knowing that the whole of his income may be confiscated, and is often kept back a long time, for the deficiency of warrant officers stores; and if the severities of the Act of Parliament, called Mr. Dundas's Act, were to

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be enforced, whenever they fell under them, a Captain of a man of war would never receive a farthing of pay. The salary attached to a Captain of a first rate, including the allowance of servants, (four to every 100 persons of the complement) at eleven pounds per annum, is 761*l.* the pay of a Captain of a sixth rate is from 234*l.* to 212*l.* which is not the third part of the amount of the other rate; the first sum appears to be more than is really necessary, and the last not equal to the situation. A Captain of a man of war has a high rank to support, and many expences unthought of; he is allowed no contingent account, consequently must defray many little expences for the good of the service, which at the end of the year will swell into a sum; therefore I think the establishment requires a reform in almost all its parts. The reason of the first difference of pay, I dare say, originated from the Captains of small ships being generally cruising, had a greater chance of making prize-money, which was thought equivalent to the superior pay of Captains of larger ships; there is always a risk attending ships who make captures, and the profits are seldom more than adequate to that risk; therefore to establish a system of payment by the chance  
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of war, appears unfair, and therefore demands an equalization of pay, which would in the end be more beneficial to all, and attended with little greater expence than at present. In general, the Captains of first rates are not in want of so much pay, as the Captains of other classes of ships; an Admiral usually has his flag on board them, which, as I mentioned before, reduces his expence, by not having a table to keep; but as this is not a fixed rule, it cannot be considered certain. Was the pay of Captains of three deckers, fixed at 600*l.* the pay of Captains of two deckers, including fifty gun ships, 500*l.* the Captains of forty-fours, on two decks, and all frigates, 400*l.* and sloops of war 300*l.* per annum, the expence would be but little encreased, upon the general scale, to what it is at present; their establishment would be much more adequate, and, I think, it would be a plan the whole corps would approve of. The saving that would be made in first and second rates, would contribute to make up the deficiency of the pay of Captains of frigates and sloops of war from what is it now to that which I propose. When the pay of Captains of men of war is altered, you will naturally look at the enormous proportion which they have of all prizes; Commanders of his Majesty's ships have all  
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the charge and risk of the vessel they command, consequently ought to have a sufficient indemnification out of every ship they may capture; but is it not beyond every rule of equity to say they shall have three-eighths of the whole, or that so much should be appropriated to their part, one of which eighths goes to the Admiral, if they are at sea by his orders, in that case they have a quarter part to themselves, equal, in a first rate, to the share of more than 700 people. By altering the pay of Captains of the Navy, Government may then reduce their proportion of prize-money; but I am confident unless they do the one it will be dangerous to attempt the other; and even afterwards I apprehend Captains in general would expect to be indemnified for their particular losses during the continuance of the war; for it must appear to every description of persons the hardship it would be to lessen, either perquisite or pay, from the established sum they commenced their services at the beginning of the war. It will likewise shew how impracticable it will be to go very deep into a reform during the war, and the necessity there was, during the last peace, to have provided against the dangers which now threaten the Navy, and which might then have been

been done to the entire satisfaction of the whole.

Commanders of sloops of war are the next in rank ; their pay is nearly the same as Captains commanding twenty gun ships, and their share of prize-money the same as all Captains commanding post ships; the command and risk they run is certainly in the same proportion ; but when in a fleet, that an officer whose rank is so far inferior, and whose charge is so much less than the Captain that commands a three decked ship, should have an equal share of prize-money, although his services have not been called into action, appears inconsistent. The present mode of distributing prize-money appears so throughout, which I shall strive to point out in the latter part. The establishment of a Commander is very inadequate to his rank ; his personal pay amounting to 146*l.* and his servants wages 55*l.* more, making the sum total amount to 201*l.* out of which fees of office, and other deductions, take away nearly seven per cent. and with this small sum he has to support the rank of a Captain in his Majesty's Navy ; which, although he is on the same equality as a Major in the Army, he does not receive the pay of a Captain : was it not for the promotion which

an officer gets by being made a Commander, and that which he has to look forwards to afterwards, which might be prevented by his remonstrating openly, this class of officers would undoubtedly petition loudly for redress. The plan I before proposed should take place with them; quiet their minds, first by making their pay equal to their rank, and then reduce their exorbitant share of prize-money.

The Lieutenants of his Majesty's Navy, if they are not of the most consequence, they are the most useful class of officers in the service; the addition made to their pay has fully satisfied the generality of them; but when they look forward to a period which will terminate their services, and they have to retire to their families, whom they must support upon three shillings a day, it awakes every unquiet suspicion of the distress which awaits them. Had the same benevolence been extended, both upon full and half-pay, I am certain it would have bound this deserving class of officers more closely to the service than any other act they could have done. The many hardships that these officers are exposed to, require something more than the simple consideration of being a Lieutenant in his Majesty's Navy, to attach them firmly to the State. The hardships I al-

lude to are, that they never (unless it is people of great family interest) receive their promotions as a Lieutenant till the country is so much in want of them, that they are glad to find people qualified to fill the situation ; they may then, unless some very favourable success attends them, make their minds up to it for life ; or perhaps great abilities may recommend them to their Captain, who carries them with him till he is promoted to a flag officer, and then, if he is employed, some accident may give them a long earned promotion ; very likely when he receives it, he will be too old to enjoy his situation, or to do justice to it. Can any liberal minded man say the encouragement to this class of officers is sufficient ? Perhaps it will be urged the expence of the country will not afford any addition ; but, surely, if the Navy is the greatest consideration of defence to the nation, it ought to be the first object of Ministers to put it on so liberal a footing, as to satisfy every reasonable desire.

The Lieutenants of the Navy are satisfied with their pay from a generous motive, that it is sufficient to support them. Without drawing a comparison with other officers, in another profession, of the same rank, or the  
Master



Master Purser and Surgeon, who are all their inferiors, and have a considerable larger income ; the reason must be, because they are in a line of preferment, which to nine-tenths of the Navy is a mere bugbear. It is the uncertainty of promotion will wean this class of officers from their attachment to the service, and make them join in petitioning, when Ministers may want their assistance against another class. The duty every man owes to himself, in preference to others, must make them feel their situation, which calls loudly for redress. The reason it is not attended to is obvious, from the amazing number of Lieutenants on the list ; that if the promotion was to graduate according to seniority, it would deprive Ministers of their patronage ; therefore, rather than make any improvement, they will suffer the hardship to continue at its fullest extent, and disgust every old officer, by putting any boy of interest over his head, or perhaps the officer of twenty years servitude under a youth of two or three years standing. I do not mean to propose that all reward (by a regular gradation) should be taken out of the Admiralty's hands ; particular cases absolutely require such a power to be vested in them ; but the claim to it should be specific, and publicly

licly known; for however much the spirit of Englishmen may animate them to deeds of glory, it must be confessed the distinction of preferment has a superior stimulus to most other excitements.

The next step from a Lieutenant is a Commander: I would therefore propose an addition to be made to the number of Commanders, and a diminution of the number of Lieutenants. Let all First Lieutenants of line of battle ships enjoy the rank of Commanders, with the personal pay only; and let First Lieutenants of frigates succeed First Lieutenants of line of battle ships, and Second Lieutenants of line of battle ships the First Lieutenants of frigates; it would ensure by that means old officers to both situations, and the frigates would become the school for line of battle ships, or, more properly, the experience requisite to so great a charge, as the executive officer of a line of battle ship, to whose regularity, judgment, and knowledge, the comfort, happiness, and discipline of several hundreds depends upon, would be more likely to be centred in such a person, than in one where no rule for his appointment exists. It is a hardship to First Lieutenants, who have so much more duty than the junior ones, and  
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who are exposed to expences in stationary, books, paper, &c. not to have some difference of pay ; no officer can deny the necessity of his having some distinction in his rank from the other Lieutenants to enforce a more ready obedience to his orders, and for the preservation of discipline. In a mixed society, where a subordination to orders is required, it must naturally interrupt their harmony at times, and many officers dispositions are so gentle, that rather than offend a messmate, by any order which may be disagreeable to him, although absolutely necessary for the service, he will suffer a relaxation of duty, which when once introduced, a farewell may be bid to all future discipline.

These reflections make me conscious of the necessity of giving additional rank to first Lieutenants ; any orders they might then give would have weight from his superior dignity, and it would be a proper spur to young officers to qualify themselves for the situation ; besides a recompence to those officers for their additional fatigue, were Ministers to make the same addition to their half-pay that they have to their full-pay, and when they are called upon to serve, if they do not comply with the requisition, or give a sufficient reason for not doing it, I think every justice demands



their half-pay to be withheld from them, (but previous to it a limited time should be given to obtain superannuation) but to do it upon the present establishment of the Navy, when every officer has an excuse from the oppressed state which he is in, from no regular promotion subsisting, no period to arrive at it, and no circumstance to insure it against the will of the Minister, would be unfair; but give them proper and adequate encouragement to serve, and then if they refuse, I think they forfeit all pretensions to half-pay. The idea which exists that the half-pay of officers is for their past services, is very proper to keep the corps quiet; for can any reasonable set of people suppose, were they obliged to take up their commissions of employment or to lose their half-pay, which would ruin the most of them, that they would sit down tranquil and contented, without intruding any petition for redress, and would not their example have the same effect upon the inferior officers; and when the whole service is discontented, what has the nation to expect from them; will the bare name of Englishmen conquer an enemy? will the simple articles of war create discipline, with all its subordinate effects, against the good will and affection of the officers and crew? No, it is impossible; if it is necessary to have officers of civil rank  
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among the others, to add consequence to the situation, let Ministers boldly assert it, let them point out the degree of consanguinity to a Nobleman or other person of rank which shall supercede the established regulations of the Navy, and then some certainty will be affixed. It may appear a unpopular act, but it will only be establishing into a law what is notoriously done without it. The Navy at large, I conceive would be pleased at it, for to those who know the disposition of the service, are acquainted how popular the nobility are with them, and if it was confined to their relatives, it would prevent the quick transition of boys, without any other recommendation than the Ministerial power of their friends. The rich Commoner with his borough interest, will no doubt censure such a preference, which may prevent his influence in favour of his friend or relation, and if both object, will not the hoary officer who has fought his country's battles and deserved their confidence, step forward to request his offspring may inherit his long earned rank, and to him ought not every deference to be paid; for who is so worthy of command as the son of the person who has acquitted himself with justice to his country and to those whom he commanded; if then exceptions cannot be

made in favour of any particular set, without prejudice to others, encrease the establishment of superior situations, and with the exception of particular merit specifically and publicly known, let the officers succeed in rotation. Publick Academies maintained by Government for a certain number, under particular regulations would always be a nursery for the Navy, and if every officer was obliged to be educated either at his own or Government's expence before he could be admitted as a standing officer in the service, it will put the Navy on a much more respectable footing, and render the officers much more adequate to their situation than as they are at present. It appears astonishing so great a naval power as England is, that more attention is not paid to the improvement of its Navy. In France and Spain, where their Navy is only of use to protect their trade, they have Naval Academies, which every officer must pass through before he is admitted to the rank of an officer. Why should England then, whose very existence depends upon her Navy, so totally disregard the very fountain of every thing which makes the service respectable? It may be said the expence will be too great, but within the compass of moderation, what price can be thought too much to improve

improve so noble a structure. Supposing Government supported two hundred and fifty, or three hundred Cadets, from the age of ten to sixteen, who were instructed in Arithmetick, Navigation, French, Drawing, and Fencing, with some knowledge of the art of ship-building when they are old enough to comprehend its use, then to be sent on board ships as Midshipmen, who are to be considered on the establishment for promotion; but none to be put on that establishment who had not received their education at a Naval Academy. It may be said in time of war, the service could not be supplied with a sufficient number of officers, to which I beg leave to reply, that every profession must have its established laws, the fundamental one of which is encouragement to those who belong to it, a preference to long services in favour of those, who do not come into it for convenience or necessity. To have no difference of reward for the man who has toiled all his days in the service, and the one who accidentally steps into it is certainly unjust; therefore every deference should be paid to the person for his continuance in the Navy; and if additional officers are required to the established ones, let Government make a Supplemental Corps, and during their services  
give

give them local rank, let their pay be fully adequate to their employ, and then they will be so amply provided for, that it will remove every claim they would otherwise have for half-pay. If they should be wounded whilst serving in this capacity, Government ought certainly to grant to them a sufficient pension to recompense such a misfortune. The number of privateers fitted out in England where certain rules and regulations beget subordination and discipline would make it very easy to procure people that would answer to serve in this capacity. If the deficiency of Lieutenants, that a circumscribed rule of putting them on a nominal establishment could be made up by this means, both justice and policy require. The stranger who accepts the wages of his hire cannot think it hard not to receive the same reward that a person does, who is first at an expence to qualify him for the situation, and afterwards succeeds to it by his servitude, and who is the servant of the publick, to obey its call whenever required.

Does the Merchant Service grant any pension or half pay to the people whom they employ after their services are over? No; because their pay is adequate to the risk they run, and the trouble they are at; then if these  
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supplementary officers were to be employed upon such an establishment as would be fully adequate, Government would save all the expence it at present is expoted to, by being obliged to promote every officer it wants, to the rank of a lieutenant, which entails a future expence of half pay, which no bounds can prescribe. Supposing the number of lieutenants were to be fixed at one thousand upon their present full pay, and four shillings a day half pay, it would in that case be a yearly expence of 73,000*l*: and now taking the number of lieutenants of 2000 upon three shillings a day, half pay, it amounts to 109,500*l*. Was there to be a fixed number of established lieutenants at the above sum, it would be equal to all the exigencies of the state; it would be a sufficient reward to the officers of this class, and would make an annual saving to the nation of 36,500*l*. which is now given in many instances to people unworthy of the situation, who get their time of servitude over illegally, receive their promotion, and immediately retire upon half pay; such an indiscriminate reward to good and bad, to the veteran of long standing, and the boy of yesterday; to the officer who has exposed himself in battle, and the one who never unsheathed his sword in his country's

country's defence, cannot be said to operate justly. By supporting the person in time of peace, who never means to serve again, equally with him who feels no other tie but that of duty, and obedience to the call of those who govern the Navy, is certainly impolitick; but the common feeling of the officers of the Navy is a convenience to themselves, what they hold is looked upon only as a compensation for past services; and thus the silent, though most essential cause of their receiving a gratuity is obviated by no regular establishment to the situation. It remains with His Majesty's Ministers to attach them more firmly to the service by proper encouragements when employed, and a more comfortable income to support their rank as gentlemen, when their country's cause has ended their toil.

The Master, Purser, and Surgeon, constitute the next rank, excepting the marine officers, who form a separate corps, which will prevent my making any observations on them. The Master is undoubtedly a most useful person, every point of seamanship ought to centre in him, he has a great charge, and when he does his duty, much trouble on his hands; as his situation is a fixed one, where promotion seldom rewards his services, he ought to have

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a very liberal compensation, instead of the little advantages which Government avail themselves of in respect to their pilotage money, it behoves the character of a great nation to use every inducement to encourage them to exert their abilities.

If a pilot is necessary for the safety of a ship, in conducting her through any dangerous or intricate channel or harbor, who is more proper to be employed as such, than the master of the ship, if he has a sufficient knowledge of the danger, to warrant his taking upon himself the charge? and when so much is at stake (as his life) upon the event of his abilities, will any man not qualified, run so great a risk where so little profit is to be derived? Instead of Government making use of this as an encouragement to make them expert in conducting His Majesty's ships, where there may be a difficulty of obtaining pilots, when it so happens they give the masters only half the sum of pilotage which is given to a person not belonging to his Majesty's Navy, and then it is obtained, with a deduction by fees of 10 or 12 per. cent less. If it was originally intended as a check to prevent people from undertaking the charge when their abilities were not equal to the task, it has operated very differently

ferently from the intention. The reward is so small, that the generality prefer having a Pilot on board, to exposing themselves to the chance of an accident. With this class of officers Government has shewn, as with many others, how reluctant they are to bestow any gratuity, until the encouragement is so small, that they cannot get people to serve in it. At the commencement of the war no half-pay was bestowed but on a certain part, under particular restrictions, which deprived the Navy of those officers, who did not come under this description, that served last war. The necessity of having them at command was lost to the service by an unjust economy; and the Navy Office were glad to procure any distressed Master of a merchant ship to fill the situation. Another great detriment to the Navy, and hardship on the Master, is, that he must be in possession of instruments and charts, to a large amount, for the express use of the ship; the cost of which, if sufficiently extensive, and of the best quality, to answer the purpose of navigating the ship to all parts, which by accident she is exposed on a sudden to be ordered to, will amount to one-half of his yearly salary; and many Masters from knowing the utility of a time-keeper, and from a  
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zeal which they have to do justice to their situation, are impelled, though at an expence far beyond what they can afford, unless the most rigid economy retrieve it, to purchase one, which if an accident, in being captured or lost, should befall them, they are immediately ruined. Surely it must be bad policy to give so little encouragement to this useful, worthy set of officers; that nothing but their own interests can make them accept the appointment, when more could be given without injury to the nation. The same indiscriminate rank, and nearly reward of half-pay attends them that it does the Lieutenants. If the situation, which requires men of real merit and abilities to fill it, was sufficiently desirable to bring people of that description into it, policy might require it, but certainly not justice to those who devote themselves entirely to the Navy. It appears a pity that, in the line of an officer, there should be such a clog, such an exclusion to merit and abilities in getting forward, as there is in the Master's line. The Master follows the Lieutenant; and in every thing which concerns the duty of a ship is considered his equal. The exclusion has originated, no doubt, from the few people of sufficient abilities to comprehend all the necessary

sary information that is requisite to qualify them for performing the duty ; but what an unjust prescription, that a man should be tied to an inferior situation, because his abilities render him worthy of a greater one. The Masters of ships ought to be Lieutenants, and might be stiled Lieutenants and Masters, to whom, as he would have more duty to perform, so he ought to have more salary ; but what a judicious plan it would be, if, as in the present instance, the Master is Lieutenant and Master, he is to have charge of navigating the ship, and so let the other Lieutenants superintend other parts of duty, which have now no particular person attached to them, excepting the Master, who has the whole, which is so extensive, that he cannot pay sufficient attention to each particular department. Let one Lieutenant be answerable for the store-rooms, the stowage of the sails, &c. another the magazine, tiers, &c. and so on, to be charged with the regularity and distribution of a proportion of the whole concern of a ship, instead of the method at present pursued. Was this plan, of putting the Masters on the establishment of Lieutenants, pursued, it would require an addition to the Lieutenants list, I before proposed. Supposing we allow the addition



tion to be 250, it would reduce the present Masters list, from what it is, to none at all; but unless the regulation was adopted, of obliging every officer to be educated at a naval academy, and to rise by seniority, it would never be practicable. The abilities requisite for a Master could not be expected in a boy without experience; in this case, the Master ought to rank next to the First Lieutenant, or Commander, as it would ensure the abilities due to the station, being placed in an old officer. Government would be obliged to furnish charts and instruments, which, including a time-keeper, might be done most amply for one hundred guineas; and in what a numberless idle superfluities this sum might be supplied from; and, in the probable rule of chance, might it not be accomplished in the lives and property of a ship, which, for the want of these necessary qualifications, would have been driven on some unknown rock or shoal, which, from the superior charts that Government would supply, might be prevented. Does not the prospect hold out more than the bare saving to Government? Is it not a cause of humanity? To people who hazard their lives every moment of the day, should they not be made as secure as the wis-



dom and improvement of human nature can make them? What a paltry consideration, that for one hundred guineas, one, two, three, four, five, six, seven, and eight hundred men's lives, in different ships, are continually exposed to danger, perhaps to more.

The Purser, of all people in a ship, requires more reform in his establishment and perquisites than any other; he is in a civil situation, has charge of all provisions, and is allowed by Government a certain stipend, to supply the ship with what is called necessaries, namely, coals, candles, bowls, platters, and tin pots, for the use of the ship's crew; which sum, in small ships, is not sufficient by one-third of the amount, but is made up by perquisites, of an eighth upon all provisions, excepting beef and pork. The personal pay of the Purser is the same as the Boatswain, Gunner, and Carpenter; therefore it must be expected the deficiency of his establishment to his rank, trouble, and the risk he runs, will be made up by some means. But how repugnant to the feelings of every liberal minded person, when they know it has been done at the expence of individuals, who are supposed to have a certain allowance of provisions, when in reality a part is taken to support a situation, which is  
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frequently, from its lucrative state, made the perquisites of placemen to the Minister. The tendency such a deduction has, is, that all the savings must be returned into store, where he is allowed a sum, one-fourth less than he is charged, if by accident there should be any deficiency in the provisions committed to his charge. Such a saving would be considerable, if the Purfers had sufficient encouragement to return all their surplus; but the price given by Government is so very inferior to its worth, that Purfers have every inducement to appropriate it to other purposes. Was the medium price given, between what the present debtor and credit price is, it would be cheaper to Government than they can purchase it otherwise; and it would be more than what the officers (who generally have the credit for their use) would give, it would therefore operate to make them return all the surplus into store, which is now supplied at a very moderate sum to officers on board; but as the late regulations have obviated this hardship which before existed, something must be done for persons, as a compensation for the loss they will sustain; perhaps they may become Commissaries with a fixed salary, which is the greatest wish of the Navy. If they were on that footing, with a

Clerk under them, to have charge of the provisions, ships books, Warrant Officers stores, to keep the account of their expences, &c. under the controul of the Captain, what an advantage the service would derive from it? At present the charge of the ships stores are in the hands of people who very frequently cannot either read or write; consequently are at the mercy of others, to whose honesty the risk of a great amount is exposed, without their being at all responsible. The many fraudulent practices, between the Clerks of the dock-yard and those people, to the detriment of the nation, would be prevented; the immense expence of different articles, to convert to others not allowed by the service, would be saved. In fact, the many abuses in this line, which might be prevented by having a Com-misary, to whose charge they should be under, would afford him a very handsome salary, and be of great benefit to the nation. The frivolous objections which the officers in the dock-yard make to evident improvements, and the partiality shewn to some, which is not to others, would be frustrated; by the superior representation made by a man of education and abilities, instead of the illiterate Boatswain, who is cheated by the Clerk, who

bullies

bullies him into a belief that he has received all his stores, when perhaps he has got but the half. The ship proceeds to sea thus short of her proper equipment; some accident may expose her to feel very severely the loss; which if it does not, unjust expences must be made out to complete the expenditure, which the Boatswain has signed the receipt for having received, when, in fact, a part has been kept back to answer some sinister purpose in the dock-yard. To remedy this abuse, let Government act on a broad scale; let the desire of Captains of men of war be attended to, respecting the ships they command, which will prevent the immense abuses of expending one article to supply the place of another not allowed. When the Commissary's situation is established, and he has charge of all the different stores, let the same regularity of issuing them be pursued on board that exists on shore. When the necessity of replacing decayed stores has been represented to the Captain, let him give an order to the Commissary, attested by the Commander and Master, to issue what is required, and then to take a receipt from the Warrant Officer who receives it; which order and receipt should serve as vouchers for passing his



accounts, the Captain and Comissary in this case would act as a check upon each other, and the other signing officers would be witnesses of the fairness of the proceedings. The hardship which at present prevails, of making a Captain of a Man of War answerable with his small pittance for any error in the accounts of Warrant Officers would be removed; and by fixing the duty on one man, to whose only attention it should be under: he would be able to do justice to the station. It could never have been the original intention of Government, by establishing a Purser to a ship, that he was placed there to make a fortune at the expence and hardship of others; the compensation which was at first intended him for leakage, waste &c, has been perverted, and from the corruption of the times, has in many instances favoured the interested views of individuals; and now that it has swelled itself into a grievance it ought to become the business of Government to investigate it, to reform it, and perhaps to put it on an entire new footing.

The Surgeons of Men of War by their having been unanimous in their demands, and knowing the importance they are of to the Navy, have succeeded, and are upon the best establishment



establishment of any Officer in the service: It cannot be expected that any reputable person will quit his employ on shore, to expose himself to the inconvenience of a ship, where the greatest income he can receive will not exceed £250. It is a field for young men just past their education, who cannot afford to set up in business: to acquire by their œconomy that means. The service is a sufficient inducement to many, some of whom are, certainly men of eminent abilities to continue afterwards in the Navy, but from the nature of their profession, they are more likely to quit it than others: because the abilities and experience they are possessed of, will procure them a maintenance on shore as well as on board: which is not the case with any other description of persons. The wisdom of Ministers in granting them half pay, seems to be lost for want of a check, to compel them to return when their services are required. The half pay granted to them, after their services are over, could not have been intended as a recompence, for having served His Majesty two years in that capacity; when their salary is thought adequate to their situation, it must have been to insure their returning, whenever they might be called upon, if not, it

would be cheaper to Government to hire Surgeons during a war, or the time they might be wanted to serve at double their present salary, and to retain no half pay after the expiration of their services; no one can consider it a hardship, if, after he has been required to join one of His Majesty's Ships, he shall refuse, and cannot give a sufficient reason for doing it, that he should cease to enjoy his half-pay; instead of depriving the Corps of the encouragement, it would enable many young men deserving of the situation, to be made Surgeons, which at present from the number on the list, are prevented, as incompatible with the *æconomy* of the Navy. Certain regulations respecting the necessaries given to the Surgeons for the use of the sick, requires the highest interference: many Surgeons instead of receiving above a small proportion of what they are allowed on board, take medicine which they ought to purchase in lieu, and some even money, so that when a number of sick people are in a ship, the provision which is made for their comfort, is embezzled to another purpose. Instead of granting a specifick quantity of necessaries periodically, were the Surgeons to be supplied with a necessary quantity of different articles at first, which were most likely to  
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be wanted, and the Surgeon obliged to keep an account of what he uses, which, compared with the sick book, would be a sufficient check to prevent any improper charge, and it would in the end be found a far better way. What a disgrace to the Nation to have it said, our enemies excel us in humanity, in providing for their sick people better than we do. In a French Man of War there is a regular Hospital for the sick, the Surgeon is supplied with every necessary that can be wanted; even the precautions which are taken with infectious people at our hospitals on shore, are common to them on board their Ships: when a Seaman is sick, he goes to a place regularly fitted as an Hospital, where he puts on a particular dress of warm cloathing, his bed is in a cradle which is supplied to the Surgeon with sheeting &c; their diet is composed of fresh meat which they have likewise in their charge, so that, the necessaries which Seamen in His Majesty's Navy are obliged to go on shore to the Hospital to receive, are supplied in common to the French Navy. With sorrow it is, I make a comparison between this great and flourishing Nation, and that impoverished exhausted Country, where it is so much to the disadvantage of my own, but to draw a false picture

picture which would prejudice the service I belong to, that deserves every encouragement and reward that can be given to them, would be an injustice. The supplies voted for the Navy are equal to both; but what must disgust and estrange the service, is to know the application of them are perverted.

The Boatswain, Gunner, and Carpenter, although I class them next, are superior officers to the Purser and Surgeon; the reason, no doubt, is from the former being Civilians. The Boatswain and Carpenter generally obtain their situations from their abilities; if in an inferior state, they prove themselves active and deserving. The charge reposed in them appears to be much too great, both for their abilities and circumstances. The Gunner ought to be promoted for the same reasons; but because the knowledge required for the situation may be easier obtained, it is frequently occupied by Civilians, to the disgrace of the service. Was the total charge, now vested in them, taken out of their hands, and placed in a Commissary's, the Navy would gain all that they now lose by the embezzlement of stores out of their ships, and the impositions of clerks at the dock-yards; they would have more time to attend their  
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duty on board, and frequently better paid, from the impress now put on their wages for any deficiency of stores, which, in the other case, they would not be responsible for. It would be better was their rank to be distinct, and not classed as Warrant Officers. Every officer that has passed the degrees of Mate and Midshipman, must know how irksome it is to be under the rank of people who are not considered in the line of gentleman; how it retards the service, and creates altercation, by their being frequently placed in a situation to carry on certain points of duty without authority to command in it; for which reason they ought to be considered their inferiors.

The Mates and Midshipmen have the next rank.—What a pity to see the situation which is the fountain, the very spring, from whence all future officers are to be derived, from whence all the officers that have added honour to their country have sprung from, should continue to be so sunk, so neglected. How is it that the very officers who have it in their power to recommend some superior attention to be paid to them should so neglect it? The indignities so frequently offered to them, appear as if those personages were ashamed of what they had been; instead of  
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looking back with reverence and respect to their professional infant state, and commemorating the happy time when no charge burthened their minds, and supporting them, whom a future generation are to look forward to for protection, they seem to think every act of attention as unworthy their dignity. When the subordinate officers of every profession are on so much better an establishment, I wonder the pride of every man, who has influence and power in the Navy, does not prompt him to step forward as the patron of so oppressed a corps: what happiness would he derive from being the deliverer of so many young men, frequently doomed to years of unhappiness, from the rigid and unjust treatment they meet with? It appears to me impracticable, without giving them a commission with superior rank to what they have at present. Instead of holding out encouragement to gentlemen to send their sons into the Navy, where, by a regular servitude which has been approved of, they would reap the reward of their merit. Every hardship attends the situation; every oppression that can disgust and prevent the Navy from having so respectable a supply of officers. What gentleman will send his son into a service where the will of a Captain places

places and displaces him,—where his prejudice may degrade him to the lowest pitch,—where his rank is not superior to the Foremastman's,—where the greatest merit may go unrewarded, and the longest services unattended to? Who will educate his son to be exposed to so hazardous a situation, where, after having toiled away those days which would have taught him a better livelihood, he is obliged, spiritless and dejected, to seek an asylum in a foreign country, or in a new profession. To prevent the amazing number who would perhaps flock into the Navy, over and above what it requires, I would recommend the institution of naval academies, where the sons of naval officers should be educated at Government's expence, and those of others at their own; the first two years of their service they should receive no pay, after which period they shall have a commission as Ensign, with the allowance of two shillings and sixpence a day; and after four years servitude, if they are found adequate to the charge of a Lieutenant, on a very strict examination, to be allowed to fill any vacancy on the Lieutenants list; but in case of no vacancy happening, to continue as Ensigns till the present period of six years, then to have the rank and pay

pay of Lieutenants, upon producing certificates of their qualification to fill any vacancy that may happen in rotation. I conceive the encouragement, after their servitude would operate as a check against the expence of their education, is not natural to suppose many parents who now consider it as their patrimony by purchasing a pair of colours for his son in the Army, would appropriate the sum to his education, requisite to qualify him for the Navy, a situation where true merit would have its reward, and a regular gradation attend his promotion. At present there are scarcely more than two descriptions of young gentlemen in His Majesty's Navy as Midshipmen; the one so powerfully connected, that he is certain from his interest of an early promotion, the other driven into it from necessity. That the above plan would ensure a number of qualified young gentlemen in the Navy cannot be denied; the reason that some plan is not adopted to do it, where so evident an advantage would ensue, cannot have any other reason than the shock it would give to Ministerial influence.

The state of the British Seamen is scarcely known beyond their own element; the Treasurer of the Navy must have been aware of the hardships they suffer, by the pains he has taken

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to soften some particular acts respecting their pay, and from the spirit of the times has wished to avert the storm, which they have in so determined a manner brought about. However much every officer must abhor and deprecate their atrocious conduct of late, in using threats and menaces to affect their purpose; will any candid man blame the Seamen, or Ministers the most for what they have done? The Seamen saw an increase of pay had been given to the Army, from the additional price of every article of life, which originated in the superior riches of the present times to the period at which their pay was established, expecting the same bounty would be extended to them by the generosity of the Nation, (to its favourite profession) unasked, a considerable time expired and brought them nothing but the barren praise, and thanks of the King and both Houses of Parliament, for their continued valour, and success in different achievements. They then humbly represented their situation, having wives and families looking up to them for support; they implored the benevolence of our gracious Sovereign, to bestow the same means of supporting them, as he did their brothers in arms, the Army and Militia; this was delivered to the Commander in Chief to lay before the

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the King; could any thing be done more regular. If so large a body of men felt themselves grieved, were they to suffer the grievance to continue, or to apply for redress? As men, as husbands, and as parents, was it not their duty to do it? Their revolt was not a precipitate one, they waited to see what notice would be taken of their petition, and after a silence of some months, aggravated by the contempt of not thinking it worthy an answer, they committed, what to every professional man is little better than a vital stab; they have shewn to the disgrace of the nation, they are of too much consequence to be refused a reward *dictated by themselves*. What a wound it is to every officer's feelings to see the order discipline of the people under the command violated from the injustice of Ministers, and to this boasted bulwark of the country, men are expected to give the preference of serving in; must it not astonish foreigners, and perhaps some of our own countrymen, to see that painful remedy pursued of impressing to such a degree as the Navy are compelled to? but what man when he is acquainted with the reason of it will wonder. Badly paid, the supposed allowance of provisions formerly curtailed to defray the person for his trouble in issuing it, the quality bad, and



and daily getting worse from the imposition of the Contractors who are appointed by Government to procure provisions at a sum equal to the best; but for reasons which do not require much knowledge of the world to divine, they frequently send the worst on board. The compensation which prize-money might make for their small pay, is almost swallowed up by the officers, and when such a casualty of success does attend them, instead of Ministers coming forth with avidity to reward them, their just claims are perverted to some political purpose. The Court who determines the legality of cases instead of pronouncing it just or not, suffer the opinions of Ministers to be given, their decision after which, but too plainly mark the influence which they have over them, and very frequently the cargo is spoiled before a determination is given. This cannot be thought encouragement to men who are dragged from an ample means of supporting themselves and family to serve their country. Impresssing (though a necessary means of procuring seamen) is of all others the most degrading to the British Constitution, it is doubtful whether the officer who commits the act, or the man whom it is inflicted upon suffer most, with tears and entreaties he is often

obliged by force to wrest from him his liberty, and like a slave to say, There is your duty, and this your compensation; to deprive him perhaps of five pounds a month to accept one shilling a day; and that if he is abroad, not paid to him till his return. The necessity of impressing, no man can deny, and let the greatest bounties and most equitable pay, and proportion of prize-money be given, the prejudice of Seamen is so great, that although it may be lessened, yet we shall never be able to abolish it altogether; but surely justice as well as policy demands every measure to be taken that will at all remedy the hardship, and if any encouragement will do it, the liberality of a generous Nation, ought not to be diverted to other purposes to prevent its being done. The violent and unjust severities which used to mark the discipline of the Navy is no more, the necessary means of preserving discipline and subordination, are now inflicted when required with a determined, though a reluctant hand. The Seaman who used to stigmatize his officer now looks up to him with filial reverence and respect, and in beholding the Captain, sees the friend; this, although of late has been otherways, from the insidious machinations of the enemies of their country, or perhaps from the impolicy

impolicy of suffering the disaffected of Ireland to be mixed with them, who in so popular a cause as pay and provisions have been too credulous, yet I am confident these are the sentiments of by far the greater part of British Seamen ; for cannot it be supposed that men who have no concern in the interest of their country, but from the name they bear, and the connexions they have formed, whose very profession is almost a state of exile, would go to such extremity as they have done with one of the best characters in the Navy, after all their requests were complied with, unless impelled by some such incendiaries, and to whose blame are such characters suffered into the Navy but to Ministers, and to them the fatal consequences must be attributed. It is a long time before the spirit of discontent is roused amongst Seamen, but after feeling their power as they have done, it cannot be expected they will soon forget it, were their feelings more nice than they are ; the very idea of sending men who have forfeited the protection of the laws of their country among them, would disgust them, for is it not putting the whole class of Seamen on the footing of convicts ; besides, if their outrageous conduct is so bad in a civil society, who are all interested in preserving the peace,

as to oblige them to inflict so severe a punishment ; can it be supposed the characters on board a ship are so pure as to reform them, No ; it has been a hideous policy of sending such miscreants who could have been employed in many places to advantage, where their sedition would have been buried amongst themselves, instead of among this before loyal unshaken corps.

As the Seamen in His Majesty's Navy have named their own wages, it is supposed to be adequate to their station, consequently no objection can be made to it ; as they have shewn their power in doing it once, policy requires it should be prevented a second time. When such high bounties are given to the Army, who can suppose a man will give the preference of serving in the Navy, against his own interest and comfort. What pleasure is there in the life of a Sailor, that is not tenfold to the Soldier ? and what encouragement has the Sailor which the Soldier has not ? it is nothing but the false glittering of prize-money that ever induces a man to enter into the Navy. It is in this the Navy might be made the most desirable situation for a Sailor, by a more equal distribution of it : The present mode is undoubtedly the most unjust that could be devised, one quarter only is given to  
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the ship's company exclusive of the officers, which comprehends all able and ordinary Seamen, Landsmen, Marines, and Boys, to be equally divided between the whole, so that no distinction is made between the old Sailor who has spent his life in the service, and the boy just come into it; and let the number be ever so much increased, as it often is by supernumeraries, who may perhaps be the means of turning the event of a battle against the enemy; yet no particular class feels the hardship of additional numbers, but the ship's company. The first increase from the foremast man to the petty officers, part of whom associate with the ship's company, and have no additional rank, but that of being rated on the books, which is frequently kept a secret from them, plainly shews there is no medium in the distribution. I conceive this difference to be the most dangerous one, and the most likely from jealousy to create the greatest discontent; for can it be supposed that two Seamen as messmates, each performing the same duty, that one shall receive five times as much as the other, that as knowing he contributed as much as the other shall calmly submit to such an inferiority, without reflecting on the cause of it, and drawing comparisons? I do not mean to say there should not be distinctions, but



but they should be regular in their progressions, that the smallest jealousy should be prevented. Could the British Parliament but see with what alacrity these brave men run to their quarters whenever they are called ; with what eagerness they meet the enemy ; with what bravery they oppose him, and how soon they are prepared to renew the combat ; and then to reflect what little encouragement they have to do it, from the hardships they lay under in the disproportionate part of the price they receive from prizes, I am confident they would relieve them ? The most equitable method of dividing prize-money is by shares, no particular class in that case feels the increase of numbers, but all contribute in proportion. The pay that every Officer and Seaman receives must be supposed to be for his services, therefore prize-money is no more than a gift, perhaps to compensate for the adequate sum of his pay ; but as there is a risk in detaining all prizes, which has hitherto fell on the Captain, to whose discretion and activity the making captures must always, in a great measure, depend, he ought to have more than a proportionate larger share. In forming the different proportions of prize-money, by what other means can it be done than by the personal pay with the few exceptions to the officers, by fixing the standard  
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at the Captain, whom we will suppose has 20s. a day, and suffer it to graduate to the foremast Seamen who has 1s. then let the Captain have thirty shares, and the able Sea man one and a half, or in some such proportion as the present; but to elucidate my proposal, I shall draw out a table of what it would then be, compared with what it is at present. In calculating the shares I have classed the officers differently from the mode now adopted, but as it only differs in two instances, namely the Boatswain, Gunner, and Carpenter, sharing in the 4th instead of the 3d class, and putting the Armourer into the 5th instead of the 6th class, which I think is an encouragement due to him, I have preferred making the Table with the alterations I have proposed, rather than two separate Tables.

| Class | The Names of the different ranks to share together in a first rate<br>850 Men.  |   |   |   |   |   |   |   |   |   | No. of Shares to each<br>person | No. in the Class | Total Number of Shares<br>to each Class | Amount of each person's<br>Share in the proposed<br>method of distribution |    |     | Amount of each person's<br>Share in the present<br>mode of distribution |    |     |
|-------|---|---|---|---|---|---|---|---|---|---|---------------------------------|------------------|---|--|----|-----|---|----|-----|
|       |   |   |   |   |   |   |   |   |   |   |                                 |                  |   | £.   | s. | d.  | £.  | s. | d.  |
| 1     | Captain   | - | - | - | - | - | - | - | - | - | 30                              | 1                | 30                                      | 174  | 3  | 9   | 3000  | 0  | 0   |
| 2     | Lieutenants, 1 Master, 1 Captain of Marines   | - | - | - | - | - | - | - | - | - | 10                              | 11               | 110                                     | 58   | 1  | 3   | 90  | 9  | 1   |
| 3     | 2 Marine Officers, 6 Master's Mates, 1 Purser, 1 Surgeon, 1 Chaplain  | - | - | - | - | - | - | - | - | - | 7                               | 11               | 77                                      | 40   | 12 | 10½ | 71  | 8  | 6¾  |
| 4     | 24 Midshipmen, 1 Boatwain, 1 Gunner, 1 Carpenter, 1 Master at<br>Arms, 5 Surgeon's Mates, 1 Clerk                                 | - | - | - | - | - | - | - | - | - | 5                               | 34               | 170                                     | 29   | 0  | 7   | 14  | 18 | 6½  |
| 5     | 8 Boatwains, 6 Gunners and 2 Carpenter's Mates, 1 Cockswain, 1 Cook,<br>1 Armourer, 1 Sail-maker, 14 Quarter Masters, 2 Corporals | - | - | - | - | - | - | - | - | - | 3                               | 37               | 111                                     | 17   | 8  | 4   | 14  | 18 | 6½  |
| 6     | Able Seamen and Marines   | - | - | - | - | - | - | - | - | - | 1½                              | 301              | 451½                                    | 8  | 14 | 2½  | 216   | 16 | 10½ |
| 7     | Ordinary Seamen and Landmen   | - | - | - | - | - | - | - | - | - | 1                               | 402              | 402                                     | 5  | 16 | 1½  | 216   | 16 | 10½ |
| 8     | Boys  | - | - | - | - | - | - | - | - | - | ½                               | 53               | 26½                                     | 2  | 18 | 0¾  | 216   | 16 | 10½ |

I am well aware of the many objections that will be made to my plan ; but certainly if the ground-work of the distribution was fixed in this method, and suffer the different shares to be increased or diminished, at the option of the person who frames the plan, it would be less objectionable than it is at present. In calculating my table, I have supposed a first rate man of war to have captured, whilst under Admiralty orders, a ship, that, free of all expences, brings 8000l. to the captors ; the Captain, in that case, would receive 3000l. as his proportion, whilst the Foremast Seaman and Marine would only get 2l. 16s. 10½d. So great a disparagement is certainly not warrantable, and unknown in every other system of distinction and difference. The Admiral, who resides on shore, and sends the ships to sea, although he ought to have some share in their success, no one can argue that so much of the part of prizes should be allotted to him as one-eighth part of the whole. It will, no doubt, be a very unpopular plan to the three first classes, but I hope not to those of a liberal disposition ; the opinion of people who are of a contrary description, I do not value. For my own part, I cannot discern the most trifling objection which ought to be made to it.



Some will, no doubt, speak of the length of time which it hath prevailed, and the hardship it will be to the sufferers; let those reflect on the number who have been oppressed to serve the few, and then decide if an unjust act should be suffered to exist longer than it is discovered and felt to be so. As Ministers have lost all the credit they might have had by voluntarily increasing the Seamen's pay, or immediately acquiescing to their demands, with a good grace, instead of haggling with them; the more equal distribution of prize-money seems to be the only way left to regain it. I see such wonderful advantages to be derived from it, that the love for my country makes me hope it will be done the first moment it can be attempted with prudence and propriety. We shall then see Landsmen, regardless of bounties, flocking to the Navy; and, afterwards, emulous of obtaining the rating of Able Seamen and Petty Officers. The Navy will be manned with much less expence, and the trade will not be distressed for hands, as it is at present. Should an alteration be made in the distribution of prize-money, I hope, at the same time, a provision will be made for officers and ship's company, who are either cast away or taken prisoners; a small  
per



per centage out of prize-money will serve to compensate, at a specific sum, those made prisoners; and the same measure, adopted out of the pay for those wrecked, would alleviate the distress of them who meet such misfortunes, without increasing it, by becoming beggars. At the time they unavoidably meet such disasters, to make the Commissaries (if such there were) negotiate the bill which seamen receive for their wages, when pressed into the Navy, would be a great encouragement; from not knowing the method of doing it, and frequently not having the opportunity, Jews get amongst them, and procure the drafts for their own price, or at an exorbitant discount.

In submitting the above reflections, Sir, I have done it from the strongest conviction of the necessity of a reform. I have not strengthened my arguments with the different comparisons I might have made between the establishment of the Army and Navy, because I wished it to be thought the pure motives of seeing justice to the service, and individuals recompensed by a regular gradation, without incurring additional expence to the country. The haste which I have selected these remarks, will, I hope, atone for its not being more perfect.

fect ; but when a recess from his Majesty's service will give me time, I shall enlarge it with different estimates and comparisons, and add to it a proposal, for encouraging Seamen to come into his Majesty's Navy with less compulsion than at present, and for putting the dock-yard under laws calculated to enforce subordination and obedience.

FINIS.



